



TIB TOPICS

FALL 2000

Message From the Chair

Well Autumn is upon us again and, as surely as the leaves turn color and fall, there are more initiatives related to transportation. We have only partially recovered from I-695 and now we are anticipating the possibility of additional impacts. However, there is cause for hope. The Blue Ribbon Commission on Transportation will be completing their work in December and this should energize the transportation community to look for new solutions to our transportation needs. Already many transportation related organizations are turning their focus to transportation funding and the next legislative session.

We have received ap-



*Tina Roberts, TIB Chair
Mayor, City of Lynnwood*

plications for the Arterial Improvement Program, the Small City Program and the Small City Pedestrian Safety and Mobility Program. Staff will be reviewing the applications and the Board will select the projects for funding in January. The TIB has been pleased with the quality of the applications and the demonstrated need for transportation funding statewide. We will continue to work with legislature and local government to increase the funding for our programs.

I would like to take the opportunity to recog-

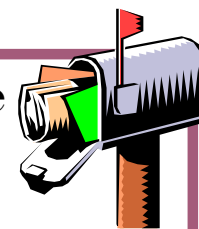
nize Dan Rude, who retired August 31st for his contributions to the TIB. Dan was instrumental in transitioning the Urban Arterial Board to the TIB and has provided the board with outstanding service. His historical perspective and financial skills have enabled the TIB to aggressively pursue our goal of funding as many projects as possible while effectively managing our revenue. We wish Dan the best and thank him for his contribution to improving Washington's transportation system.

In closing I would like to encourage you to carefully follow the results of the Blue Ribbon Commission on Transportation and their evaluation by the legislature. The 2001 legislative session will be critical to the future of transportation in Washington. All of us must work together if we are to have the trans-

portation system that will support our economy and the quality of life our citizens expect.

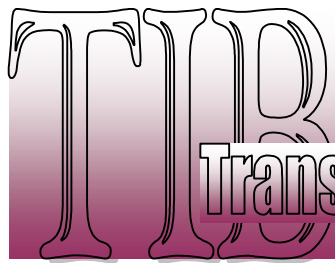
Tina

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Transportation Improvement Board

Dan Rude Retires

TIB's Deputy Director, Dan Rude, retired August 31st after more than 30 years of state service. His career included assignments in WSDOT (8 years), the Urban Arterial Board (10 years), and the Transportation Improvement Board (12 years). Dan says he may have to look for a job, but first on the retirement schedule is a month off.

TIB Reorganization

Taking advantage of several staff vacancies, the TIB is moving ahead with a reorganization. The duties of the former Deputy Director will be split between two Assistant Directors, one for Administration and one for Operations. The current three project management regions (King County; West and Snohomish County; and East and Pierce County) will be realigned into two regions: Puget Sound (Snohomish, King, and Pierce Counties) and East-West (the balance of

the state). The two region managers and six project engineers will provide service to our local agency clients.

Rich Struna Promoted

Rich Struna, who has served as TIB's Financial Services Manager for several years, has been promoted to Assistant Director for Administration. He has been a member of the TIB administrative team for eight years. Rich will oversee the financial and administrative staff, and will be our primary contact for budget and legislative issues.

Deputy Director position is split into two Assistant Director positions.

Bob Moorhead Promoted

Bob Moorhead, who has been the East and Pierce County Region Manager, has been promoted to Assistant Director for Operations, overseeing the engineering staff. He has been with TIB since 1993. Bob will oversee the five major grant programs and the engineering staff.

TIB Staff

Executive Management

Jerry Fay, Executive Director
360.705.7301, jerryf@tib.wa.gov
Donna Laing, Executive Assistant
360.705.7548, donnal@tib.wa.gov

Assistant Directors

Bob Moorhead, Asst. Director, Operations
360.705.7593, robertm@tib.wa.gov
Rich Struna, Asst. Director, Administration
360.705.7589, richs@tib.wa.gov

Puget Sound Region

Omar Mehryar, Region Manager
360.705.7590, omarm@tib.wa.gov
Greg Armstrong, Project Engineer
360.705.7595, grega@tib.wa.gov
Mike Polodna, Project Engineer
360.705.7592, mikep@tib.wa.gov

East-West Region

Jerry Hendricks, Acting Region Manager
360-705-7597, jerryh@tib.wa.gov
Gloria Bennett, Project Engineer
360-705-7591, gloriab@tib.wa.gov
John Dorffeld, Project Engineer
360.705.7594, johnd@tib.wa.gov
Fred Brower, Project Engineer
360.705.7898, fredb@tib.wa.gov

Administrative Staff

Theresa Anderson, Accountant
360.705.7599, theresaa@tib.wa.gov
Gregg Plummer, IT Systems Specialist
360-705-7598, greggp@tib.wa.gov
Andrea Weston-Smart, Transportation Tech.
360.705.7549, andreaw@tib.wa.gov
Christine Colburn, Office Assistant
360.705.7300, chrisc@tib.wa.gov





TIB Transportation Improvement Board

New Board Members

Tom Ballard, P.E.

Tom Ballard, P.E., Pierce County Engineer, has been appointed for a four-year term on the TIB representing counties.

Tom attended the University of Washington, receiving his Bachelor of Science in Civil Engineering in 1973 and his Master of Science in Civil Engineering in 1976.

He is a member of the Washington State Association of Engineers, National Association of County Engineers, Institute of Transportation Engineers, and American Public Works Association.

Tom has been employed by the Pierce County Public Works Department for the last 27 years. His responsibilities include overseeing and coordinating efforts within the Pierce County Public Works Department and Utilities in the Transportation Services.

Craig Olson, P.E.

Craig Olson, P.E., Manager of Government Service for ENTRANCO Engineers,

has been appointed to a four-year term on the TIB representing the private sector.

Craig received a Bachelor of Science degree in Civil Engineering from the University of Washington. He lives in Olympia.

Prior to working for ENTRANCO, Craig spent 13 years as the transportation policy advocate for the Association of Washington Cities where he specialized in developing and implementing funding policies associated with the state's infrastructure needs. In addition, Craig worked for 5 years as the Development and Utility Services Engineer for Thurston County and previous to that as a civil engineering consultant. He has served as the president of the Washington Chapter of the American Public Works Association and the Tacoma/Olympia Section of the American Society of Civil Engineers.

Welcome, Tom and Craig!

Partnering Works!!

Here's a short story worth reporting. Acting Region Manager, Jerry Hendricks,

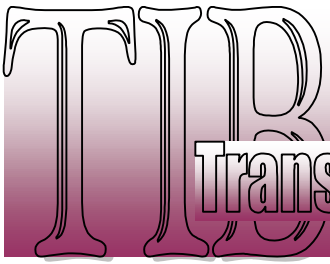
was in the process of approving a Small City Program resurfacing project when he noted one of the streets to be improved was not in the city's approved TIB application. Deputy Director Dan Rude suggested that WSDOT's Small Cities Pavement Preservation Program might be a perfect solution.

Dan Sunde, WSDOT's Technology Transfer Director administers the program, so a quick trip to the third floor to explain the dilemma and Dan provided a positive response. Since Snohomish County was assisting the small city with preparation of contract documents, a call was made to the county to see if they could help with pavement rating and prepare the application for the city. Two days later the application was received and within two more days the WSDOT funding portion of the project was secured.

Completion of the pavement restoration project is anticipated by the close of summer.

Now, that's the way partnering and close cooperation should work.





Transportation Improvement Board

Call for FY 2002 Projects

The FY 2002 Funding Cycle call for projects concluded on Friday, September 29th. Three of our funding programs accepted new applications:

Arterial Improvement Program (AIP): \$52 million in new project starts. Eligible agencies are all cities 5,000 and over in population, and urban areas of counties and cities under 5,000 population within federal urban areas. This call for projects was announced in May, and applications were distributed in July. The minimum local match requirement varies from 10% to 20%, depending upon population.

Small City Program (SCP): \$8.0 million in new project starts. Eligible agencies are all cities and towns under 5,000 population. This call for projects was announced in August, following clarification of the Legislature's intent regarding a \$5.0 million shift from TIB fund balance to the Small City Pavement Preservation Program administered by

WSDOT Highways and Local Programs Division. The local match requirement is 5% for cities with population 500 to 5,000, and 0% for those cities under 500 population.

Small City Pedestrian Safety and Mobility Program (SC-PSMP): \$1.5 million in new project starts. Eligible agencies are all cities and towns under 5,000 population. Projects require the same local match as the SCP.

Fay Completes APWA Term

TIB Executive Director, Jerry Fay, completed his one-year term as national president of the American Public Works Association (APWA) at the Annual Congress in Louisville, Kentucky in September. Jerry has been an active member of the Washington Chapter of APWA since 1974. He has held the offices of Chapter President, Vice President, Secretary, Treasurer, and Delegate. He has also been active on chapter committees, having chaired the Transportation and Membership Committees.

In 1993 he was appointed to the APWA national board as Director-at-Large for Transportation. He will continue to serve at the national level as Past President for 2000-2001.

TIA Bond Sale

The State Treasurer's Office is selling about \$35 million in bonds for Transportation Partnership Program (TPP) projects and Regionally Significant Transportation Projects (RSTP) this month. Another bond sale of about \$25 million is anticipated in February 2001. The proceeds from the bond sales will be used to keep current TPP and RSTP projects on schedule. The TIB is monitoring the demand for funds for these projects very closely for the balance of the current biennium. Agencies will be advised if it becomes necessary to delay some project starts due to TIB funding constraints.





TIB Transportation Improvement Board

Q & A on SUE

The Transportation Improvement Board adopted a policy on Subsurface Utility Engineering (SUE) in May 2000. Over the past few months, questions on the implementation and extent of the new requirement have been raised. Here are some of the typical questions, and the TIB's responses:

Q. What is Subsurface Utility Engineering (SUE)?

A. SUE is the methodical gathering of information pertaining to the location, size, and condition of existing underground utilities in a project area, and depicting that information in a way that aids in the design of new underground facilities and avoids damage to underground facilities during construction. There are typically four "Quality Levels" of SUE:

Level D is a review of available utility records, plans, and as-built drawings of each utility in the project area. This level of detail is often adequate for preliminary project scoping and cost estimates, and sets the stage for determining which SUE level may be needed in different

parts of the project. Level D is one of the two traditional levels of subsurface investigation.

Level C is a field review of visible utility features at the project site. The most common information gathered at this level is the two-dimensional locating of manholes, valve boxes, catch basins, utility vaults and pedestals, etc. This may be the level of detail needed for preliminary design, and may also bring into focus the areas of potential conflict deserving an even more detailed SUE review. Level C is the second of the two traditional levels of subsurface investigation.

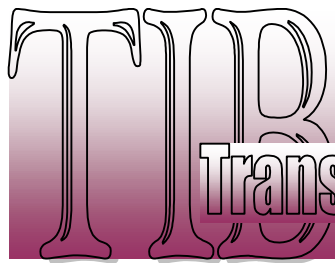
Level B is the second field review, utilizing electronic/magnetic and other locating equipment to get a precise two-dimensional map of the existing utilities. While this information is still two-dimensional, it may be adequate for most design situations. This level of detail applies to all the utilities in the designated area (both publicly owned and franchised), and is often the first level of investigation that may require the services of a professional Subsurface Utility Engineering firm.

Level A is the highest level of SUE investigation. Building on the information gathered through Levels D, C, and B, Level A includes non-destructive excavation to confirm the type, size, three-dimensional location, and condition of underground utilities that may be affected by the new construction. This level of information may be a critical part of design if you need to thread a new 24" stormwater line over or under an aging 48" water main. The three-dimensional analysis will also include information about franchise utilities (power, communications, cable TV, natural gas, etc.). This level of detail is usually not needed along the entire length of a project; only at potential points of conflict between existing utilities and the new project's features.

Q. Why is SUE being required?

A. As our infrastructure grows, it becomes necessary to accommodate more underground facilities within the public rights-of-way. Each time a new cable, pipe, or duct is added, the conflicts increase. Studies by national organizations





Transportation Improvement Board

have indicated that for each \$1 spent on SUE, an average of \$4.62 is saved, either by making the design more accurate by avoiding conflicts, or by reducing damage to existing underground facilities during construction. Experience in localities where SUE is routinely used indicates overall lower construction bids once the contracting community becomes aware of the benefits of a project designed with SUE. The Transportation Improvement Board sees the SUE process as a tool for managing project costs.

Q: My project is ready to go to bid. Do I need to do a SUE study at this late date?

A: Probably not. The Board policy does not require a SUE analysis for any project going to ad before February 1, 2001.

Q: My project cost is small. Is SUE still required?

A: No. All projects with total costs under \$500,000 are exempt from the TIB SUE requirements.

Q: Our agency already does a good job of locating underground utilities during the design phase. Why should I have to hire a separate consultant to do the same work?

A: TIB recognizes that most local agencies already perform SUE "Level C" and "Level D" analysis as part of routine design. TIB deems these levels of investigation and the related costs as part of the routine project design. Some agencies also have the equipment and resources to undertake portions of the more detailed analysis defined as Level B" and "Level A." One advantage of using a certified SUE provider is that the information gathered is backed up by the experience of the firm, and that the firm assumes a level of financial responsibility for the accuracy of the information.

Q: What are the incentives for using the SUE process?

A: When it is determined that Level B and/or Level A SUE investigations are warranted, TIB will treat the SUE costs as "special studies" outside the usual 25% allowance for engineering costs, and will pay half the local share of these costs. (That's the carrot!)

Q: What would happen if we choose not to use the SUE process?

A: If an agency-requested waiver of the TIB SUE requirement is granted, the agency

assumes a greater liability for potential utility-related change orders that may have been avoided had a SUE process been followed. TIB will reduce its share of the cost of utility-related change orders by 50% if the SUE process could have reasonably avoided the damage to existing utilities during construction.

Q: Which firms are on the TIB Roster of SUE sub-consultants?

A: Three firms are currently rated as "accepted" SUE providers:

CH2M Hill

Mr. Kevin Nichols, P.E., Project Manager
777 108th Avenue NE
Bellevue, WA 98004-5118
425/453-5000
P.O. Box 91500
Bellevue, WA 98009-2050

Murray, Smith & Associates, Inc.

Mr. Troy L. Bowers, P.E., Associate
121 S.W. Salmon, Suite 1020
Portland, OR 97204
503/225-9010
200 Hawthorne Avenue SE, Suite 610
Salem, Oregon 97301
503/315-2280 office
503/315-2286 fax





Transportation Improvement Board

TBE Group, Inc.

Mr. Russ Norton
200 First Avenue West, Suite 400
Seattle, WA 98119
206/505-7939 Office
and

The following firms are currently "Conditionally Accepted" SUE Providers. TIB is working with these firms to determine the experience, equipment, and professional liability coverage needed to move them into the "Accepted" listing.

Earth Tech

Mr. Victor Salemann, P.E., Director, Transportation Services
10800 Northeast 8th Street, 7th Floor
Bellevue, WA 98004
425/455-9494

Huitt – Zollars, Inc.

Mr. Richard E. Cobb, P.E., Vice President
M. Blair Prigge, P.L.S., E.I.T., Survey Manager
302 South 9th Street, Suite 101
Tacoma, WA 98402-3602
253/627-9131

Reid Middleton, Inc.

Mr. Mike Wallace, P.E., SUE Coordinator
728 134th Street SW, Suite 200
Everett, WA 98204
425/741-3800

Skillings – Connolly, Inc.

Mr. Thomas E. Skillings, P.E., President
Post Office Box 5080
Lacey, WA 98509-5080
360/491-3399
1/800/454-7545

W & H Pacific

Mr. James L. Purkey, P.L.S., Survey Director
3350 Monte Villa Parkway
Bothell, WA 98021

The following firms are in the process of developing SUE Service capability

Harding Lawson Associates

Mr. Jack Pittis, P.E., Principal Engineer
411 108th Avenue NE, Suite 400
Bellevue, WA 98004-5515
425/453-5545

Gibbs & Olson, Inc.

Mr. Michael D. Wolfe, P.E., Principal
2604 12th Court SW, Suite A
Olympia, WA 98502-5715
360/352-1120

Gray and Osborne, Inc.

Mr. Timothy J. Osborne, P.E.
701 Dexter Avenue N., Suite 200
Seattle, WA 98109
206/284-0860

Jerome W. Morrisette & Associates Inc., P.S.

Mr. Jerome W. Morrisette, P.E., Principal
1700 Cooper Point Road SW, #B-2
Olympia, WA 98502-1110
360/352-9456

The following firms provide some technical services to SUE consultants.

So-Deep Inc.

James H. Anspach, P.G.
8397 Euclid Avenue
Manassas Park, VA 20111-2373
703/361-6005 Office
703/361-7587 Fax
jhanspach@aol.com

Applied Professional Services, Inc.

William Massengill
640 NW Gilman #100
Issaquah, WA 98027
425/313-1034 Office





2000 TIB Board Members

Tina Roberts, Chair

Mayor
Lynnwood

Rob McKenna, Vice Chair

Councilmember
King County

John Akers, P.E.

City Engineer
Ellensburg

Craig Olson, P.E.

Private Sector Representative
ENTRANCO

Leo Bowman

Commissioner
Benton County

Dan DiGuilio

General Manager
Port Angeles

William Ganley

Mayor
Battle Ground

Daryl Grigsby

Director of Transportation
Seattle

Paula Hammond, P.E.

Assistant Secretary
WSDOT

David Nelson

Director
Grant Co. Comm. Development

Dave O'Connell

General Manager
Mason County

Pam Ray

Commissioner
Walla Walla County

Paul Roberts

Director of Planning and Commu-
nity Development, Everett

Allen Schweim

Executive Director
Spokane

Jim Slakey

Director of Public Transportation
and Rail Division, WSDOT

Arnold Tomac

Nonmotorized Representative
Redmond

Tom Ballard

Public Works Director
Pierce County

Mark Urdahl

Executive Director
Port of Chelan County

Doug Vaughn

Senior Budget Assistant
OFM

Jay Weber

Executive Director
CRAB

Jim White

Mayor
Kent

